

Tug and Workboat Command, Towage and SAR Operations Training Course

19 – 23 April 2027
Baku

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Training Center

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Ref: 2069_251733 **Date:** 19 – 23 April 2027 **Location:** Baku **Fees:** 8000 Euro

Overview

Tug and Workboat Command, Towage and SAR Operations Training Course is a one-week professional course for tug masters, workboat and patrol-craft officers, marine supervisors, deck officers, and mission personnel who leave with a Tug and Workboat Mission Command Pack. Participants integrate tug handling, towage planning, marine surveillance, search and rescue operations, risk limits, communications, and emergency command. The course connects vessel behavior with coordinated mission decisions. Agile Leaders Training Center presents tug and workboat command as an integrated marine-operations discipline.

Who Should Attend

- Command functions responsible for vessel safety, maneuvering decisions, mission limits, and emergency authority
- Bridge functions responsible for navigation, communications, lookout, plotting, and mission records
- Deck functions responsible for towing gear, connections, line handling, recovery equipment, and personnel safety
- Marine operations functions responsible for tug allocation, patrol plans, coordination, and operational assurance
- Response functions responsible for search planning, on-scene coordination, casualty approach, and recovery

The course assumes participants already serve in marine operations and can interpret vessel procedures and charts, and it leaves statutory certification, equipment maintenance, and simulator-based competency assessment outside scope.

Departments and Industries

The course supports departments and industries that command or coordinate tug, workboat, patrol, surveillance, and rescue missions.

- Port, terminal, harbor, and pilotage marine operations
- Offshore energy, marine construction, and support-vessel fleets
- Coast, patrol, surveillance, and maritime-security functions
- Search-and-rescue, emergency-response, and incident-coordination teams
- Towage operators, shipyards, salvage support, and fleet management

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Learning Objectives

By the end of this course, participants will be able to:

- Analyze tug and workboat maneuvering behavior and operating limits.
- Apply bridge, deck, communication, and risk-control methods.
- Build ship-assist, escort, general, and emergency towage plans.
- Evaluate surveillance routes, observations, evidence, and reporting.
- Use search patterns and on-scene coordination methods.
- Prioritize casualty approach, recovery, rescue, and emergency decisions.

Course Agenda

Day 1: Command Tug and Workboat Maneuvers

- Vessel Particulars, Propulsion, Steering, and Bollard-Pull Profile
- Turning, Stopping, Pivot-Point, and Side-Force Assessment
- Wind, Current, Depth, Squat, and Bank-Effect Decision Card
- Berthing, Unberthing, and Close-Quarters Maneuver Plan
- Bridge Resource, Lookout, and Command Responsibility Matrix

Day 2: Plan and Execute Towage

- Ship-Assist, Escort, General, Dead, and Project Towage Selection Matrix
- Towline, Winch, Hook, Bridle, and Connection Inspection Checklist
- Pilot–Tug Master Exchange and Closed-Loop Communication Card
- Making-Fast, Push-Pull, Alongside, and Escort Positioning Diagram
- Girting, Snap-Back, Emergency Release, and Abort-Control Plan

Day 3: Conduct Surveillance Missions

- Surveillance Objective, Sector, Route, and Coverage Plan
- Visual, Radar, Position, Time, and Contact Observation Log
- Target Classification, Challenge, Escalation, and Handover Matrix
- Weather, Visibility, Endurance, Fuel, and Crew Limitation Register
- Patrol Report, Evidence Chain, and Mission Debrief Template

Day 4: Coordinate Search and Rescue

- IAMSAR Mobile-Facility Role and On-Scene Coordination Map
- Datum, Search Area, Drift, Track Spacing, and Pattern Worksheet
- IMO SMCP Distress, Urgency, Safety, and Coordination Phrase Card
- Casualty Approach, Lee Creation, Recovery, and Triage Decision Guide
- Man-Overboard, Disabled Craft, Fire, Flooding, and Multi-Casualty Response Plan

Day 5: Practice Marine Mission Command

- Suggested Exercise: Assess a Close-Quarters Tug Maneuver
- Suggested Exercise: Build a Towage Brief and Connection Plan
- Suggested Exercise: Prepare a Surveillance Patrol and Contact Report
- Suggested Exercise: Plot a Search Pattern and Recovery Approach
- Capstone Exercise: Present a Tug and Workboat Mission Command Pack

Practical Exercises

The course uses suggested activities to connect vessel handling with towage, surveillance, and rescue command.

- Suggested activity: assess propulsion, steering, wind, current, depth, traffic, and abort criteria for a berth movement.
- Suggested activity: select a towage method, inspect the connection system, brief communications, and control girting and snap-back exposure.
- Suggested activity: build a patrol route, observation log, contact classification, escalation path, and debrief record.
- Suggested activity: calculate a search area, select a pattern, coordinate communications, and plan casualty recovery.

FAQs

Who suits tug and workboat command training, and what does it assume?

Tug and workboat command training suits marine personnel responsible for maneuvering, towage, patrol, surveillance, or rescue and assumes operational familiarity with vessel procedures, charts, communications, and deck coordination.

How does tug and workboat command training differ from marine deck-equipment maintenance training?

Tug and workboat command training focuses on vessel behavior, mission planning, operational limits, communications, towage, surveillance, search, and rescue decisions, while deck-equipment maintenance training concentrates on inspection, servicing, faults, and mechanical availability.

What should a tug towage plan contain?

A tug towage plan should define the assisted vessel, tug capability, bollard pull, method, positions, connections, communications, weather and speed limits, hazards, abort points, emergency release actions, and responsibilities.

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How are maritime search patterns selected during SAR operations?

Maritime search patterns are selected from the datum, search-area shape, drift estimate, available craft, sensor capability, visibility, endurance, track spacing, coordination needs, and probability of locating the target.

Why is closed-loop communication important in tug operations?

Closed-loop communication confirms that orders are heard, repeated, understood, and executed, reducing ambiguity between the pilot, assisted vessel, tug master, bridge team, and deck crew during time-critical maneuvers.

Conclusion

Participants take a Tug and Workboat Mission Command Pack back to their organization. It combines maneuver assessments, towage briefs, patrol plans, search worksheets, communication cards, risk limits, recovery decisions, and debrief records. The pack changes separate bridge and deck actions into a traceable command basis for routine, surveillance, towage, and emergency missions.